A Chronology of Algonquin Provincial Park

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Cover Photo: Alligator at Barnet Depot, Burntroot Lake (Ministry of Natural Resources)

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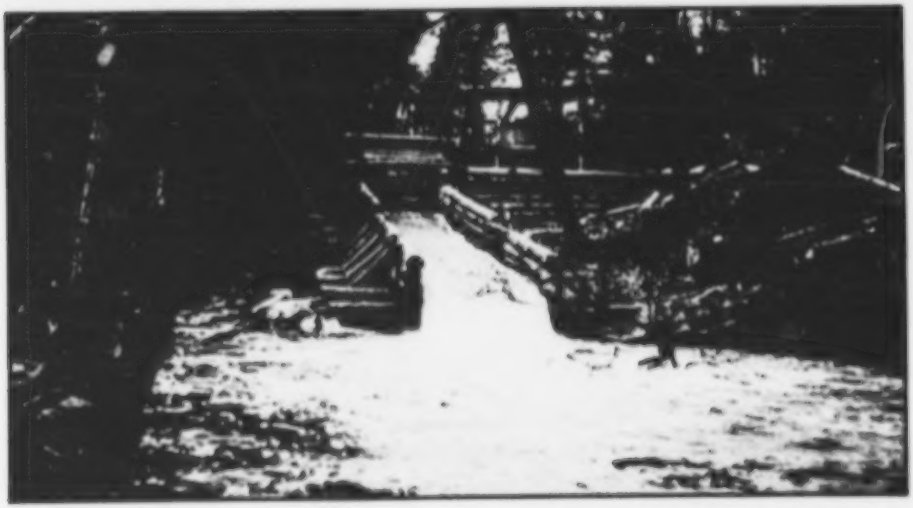
By Rory MacKay © 1988



Cache Lake dam and trestle, 1894 (J.W. Ross)

Have you ever wondered about Ontario's first Provincial Park? How did it come into being? Was there anybody living there before it became a park? Is it really a wilderness? How have we affected it?

In recent years a number of articles and books have been written about various aspects of Algonquin history. As most of these books have organized events into topic chapters rather than in their respective time sequences, often the casual reader can become confused about what happened when in Park history. In this booklet the bare facts and events of much of Algonquin history are presented in chronological order. References have been included so that the booklet may serve as a companion to any other reading you may do about Algonquin Park. It is also hoped that it may serve as a tool for further research in this field.

Not all events which occurred in Algonquin Park, or the area before it became a park, are included here. This chronology is intended to provide some highlights of man's presence and impact on the Algonquin landscape. Dates and events elsewhere are mentioned where they aid as an explanation of events in Algonquin Park or indicate the development of settlement elsewhere.

This chronology first appeared in the Volume 13, Number 2, Summer 1980 issue of "Your Forests" (Forest Resources Branch, Ontario Ministry of Natural Resources). This new edition has been revised and extended.

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400,000,000 B.C. Formation of the Brent meteorite crater on the northern edge of the current park, in Precambrian age rock. Later the crater was filled with sedimentary limestone. (Dence, 1964)

1,000,000 B.C. - 8,000 B.C. Advance and retreat of four continental glaciers during this period over the Algonquin highlands. Last glacier laid down a layer of till on western uplands and meltwater deposited sand in many runoff channels, particularly on what is now the Park's east side. (Guillet, 1969)

7,000 B.C. - 3,000 B.C. Paleo-indians occupied the area, gathering food and hunting. They had stone tools, but no pottery. (Kennedy, 1970)

3,000 B.C. - 500 B.C. Area occupied by hunting and gathering peoples of the pre-pottery Shield Archaic and Laurentian Archaic cultures. (Wright, 1972)

500 B.C. - 700 A.D. Point Peninsula Middle Woodland period Indians, who did have pottery, occupied the area. (Wright, 1972)

700 - 1650 Area occupied by Late Woodland Indians, including the Algonquins. These people were nomadic hunters and gatherers who used pottery. (Wright, 1972; Tayler, no date)

1615 Trip of Samuel de Champlain up the Ottawa River. He encountered the Algonquin Indians but did not enter the present park area. (Kennedy, 1970.)

1649 Iroquois attacked and defeated the Hurons near Georgian Bay and displaced the Algonquins from the present park area (Saunders, 1946)

1700 - 1760 French furtraders using the Ottawa River route to Georgian Bay and the west, by-passed the upland area to the south now occupied by Algonquin Park. A few appear to have penetrated into the park area, the evidence for which lies in the names for some of the lakes. (Saunders, 1946)

1760 Conquest of New France by the English. (Morton, 1963)

1770 First record in England of pine shipped from the Port of Quebec. This timber would have been rafted down the lower St. Lawrence River. (Lower, 1973)

1776 American Revolution cut off the supply of pine for ship masts which had been the mainstay of the British Navy since 1605. Britain was forced to look for masts farther north, in Nova Scotia. (Lower, 1973)

1787 Imposition of heavy duties on all timber imported into Britain, levied as a revenue measure to pay for the expenses of the French war. (White, 1908)

1789 Alexander Mackenzie followed the Mackenzie River to the Arctic Ocean. (Thomson, 1966)

1790 The North West Company established furtrading posts along the Ottawa River. (Kennedy, 1970)

1793 Alexander Mackenzie reached the Pacific Ocean "from Canada, by land." (Thomson, 1966) (It is interesting to note here that both the west and Arctic coasts of Canada had been reached before the first serious European exploration of the Algonquin Park area took place — testimony to the logistical isolation of this area, which prevented settlement and ultimately led to its preservation as a park.)

1793 - 1802 Increased demand for wood by the British Navy sent men looking for masts and timber in British North America. (Lower, 1973)

1795 First rise in duties on foreign timber entering Britain. Start of differential duties, which meant that there was a different tariff on wood arriving from different ports of origin. In this way, in spite of the additional distance to be travelled, wood from North America was less expensive to purchase in Britain than was wood from closer suppliers on the European continent. (Lower, 1973)

1806 Philemon Wright, first settler at the present site of Hull, Quebec, took the first raft of squared logs down the Ottawa River, and on to the port of Quebec. Thus began the timber trade on the Ottawa River. (Defebaugh, 1906)

1808 Napoleon Bonaparte of France, at war with Britain, imposed a naval blockade on timber coming from the Baltic Sea to Britain, thus increasing need for Britain to look at the British North American provinces of New Brunswick, Nova Scotia and Canada as its source of pine timber to maintain the ships of the Royal Navy. (Lower, 1973)

Britain imposed high duties on timber imported from anywhere but British North America. These differential duties made it more profitable to transport timber across the Atlantic Ocean than to transport it from Europe, thus protecting the North American industry. (Lower, 1973)

1812 War with United States pointed out the importance and need for transportation routes for effective troop movement in British North America. This led to exploration of many inland waterways. (Saunders, 1946)

1813 Differential duties on timber reached a maximum. (Lower, 1973)

1815 Defeat of Napoleon at Waterloo and the end of war between Britain and France. End of the Naval blockade. (Morton, 1963.)

1818 Lieut. Catty travelled from Balsam Lake to the Ottawa River by way of the Madawaska River, through the current park area, in an attempt to find a transportation route for troops. (Saunders, 1946)

1821 The Hudson's Bay Company amalgamated with the North-west Company and continued to operate furtrading posts in the Ottawa Valley. (Kennedy, 1970)

First reduction of differential duties on timber. (Lower, 1973)

1823 Nine sawmills operating on the Ottawa River. (Defebaugh, 1906)

1825 John McLean of the Hudson's Bay Company established a trading post at Golden Lake, to the east of the present park, on the Bonnechere River. (Kennedy, 1970)

1826 Lieut. Briscoe travelled from the Oxtongue River to Lake Opeongo and the Ottawa River, crossing the current park area. (Saunders, 1946)

Crown gives up monopoly on timber suitable for ship-building, issuing licences to private interests. The limits were generally sold to men of high rank or social influence. (White, 1908)

1827 Lieut. Walpole travelled from Lake Simcoe to the Ottawa River by way of the Madawaska River. (Saunders, 1946)

1829 The first timber slide was built by Ruggles Wright to bypass a large waterfall on the Ottawa River, at present day Ottawa, thus facilitating the shipment of timber rafts. (Hughson and Bond, 1966)

Alexander Shirreff (sometimes spelled "Sherriff") travelled from the Ottawa River to Penetanguishine by way of Cedar Lake, the Madawaska, and the Muskoka Rivers. He reported "a trading house belonging to the Company, occupied in the hunting season" at the narrows of (modern) Lake Opeongo, and also "some trading huts, only occupied in the winter" on Lake Lavieille. He further reported that "It is a common opinion that land without a growth of hardwood is unworthy of occupation; but this idea, though it may generally hold good farther south, should be entirely lost sight of in exploring these northern parts of Canada — the white pine frequently forms the main growth on excellent clay soils, with but a small mixture of hardwood, and sometimes none whatever. The red pine, also well known to be so abundant on the Ottawa, is by no means so infallible a sign of inferior soil as is generally asserted . . . From every appearance of the country along the upper parts of the Nesswabic (Petawawa), and the whole of the Muskoka River, I have no doubt that a fair proportion of it is fit for settlement and cultivation . . . On the whole, everything I have seen or heard, enables me at least to state that in this, hitherto, unnoticed part of Canada, a fine habitable country will be

found, to the extent of millions of acres; and I have now only to express my hope, that it will, ere long, be rendered accessible to population." The idea that the Algonquin area, then called the Ottawa-Huron Tract, was fertile persisted for many years. (Shirreff, 1831)

1832 J. Arrowsmith's map of Upper Canada showed the independent trading post at the north end of Lake Lavieille, in the present park area. (Kennedy, 1970)

Charles Thomas operated the Hudson's Bay Company post at Golden Lake. He later operated a "Stopping Place" for lumbermen, called "Charlie's Hope" on the same lake. (Kennedy, 1970)

1835 Lieut. Carthew and Lieut. Baddeley conducted a survey that explored the Georgian Bay sections of the rivers flowing out of the western side of the present park. (Saunders, 1946)

1836 A timber licence was issued to James Wadsworth, granting permission to cut red pine from Round Lake to the source of the Bonnechere River. (Defebaugh, 1906)

1837 John Egan and Alexander Macdonnell were cutting square timber on the Bonnechere River. (Russell, 1853)

William Hawkins travelled through the park area by way of the Magnetawan and Petawawa Rivers for the purpose of locating a possible canal route to link up the Ottawa River and Georgian Bay. (Saunders, 1946) On his map he noted a timber shanty at Lake Traverse and potatoes planted nearby.

David Thompson, former explorer of the west, explored and mapped from the Muskoka River to the Ottawa River by way of the Madawaska River. (Saunders, 1946)

1840 Timbermaking on the Petawawa, Bonnechere, and Madawaska Rivers within the present park boundaries. (Saunders, 1946)

1841 Previous to this date there were no Public Works slides and other river improvements on the Ottawa River. During the next twenty years the government bought up all of the private river improvements on the Ottawa River. (Gillis, 1975)

1842 Reduction of differential duties on pine. (Lower, 1938)

Revision of laws dealing with timber licences in an attempt to provide healthy competition. Limits were now sold to the highest bidder. (White, 1908)

1845 Further reduction of differential duties on pine. (Lower, 1938)

1846 Further reduction of differential duties on pine. (Lower, 1938)

1847 D. McDonell Greenfield surveyed the Madawaska River and Lake Opeongo. He recorded a farm near Aylen Lake, outside the present Park boundary, and also described, near Farm Lake and Booth Lake (formerly McDougall Lake), "a good tract of land on which Alexander McDougall has made a clearing for raising grain and hay for the shanties." (Greenfield, 1847)

J. McNaughton surveyed the Bonnechere River and reported shanties near the "Bason" and near the headwaters. He also reported a sawmill near the headwaters. (McNaughton, 1848)

R. Bell explored the Indian and Chalk Rivers, entering the present day park area near Stratton Lake. (Saunders, 1946 - map)

1848 D. Sinclair travelled from Mattawa to Wilkes (Manitou) Lake. (Saunders, 1946 - map)

1851 First great recorded fire in the Ottawa Valley burned the Pine Country on the Bonnechere River. It is reported that it was started by burning wadding in a lumberman's musket. (MacKay, D., 1978)

1853 Alexander Murray conducted a geological survey up the Muskoka River and down the Petawawa River, reporting that timbermaking had reached Lake Traverse, Trout (Radiant) Lake, and Cedar Lake. He also reported that the trading post at Golden Lake was closed. (Murray, 1854)

1853 - 1860 Settlement roads (Opeongo, Peterson, Hastings, Addington and Frontenac) were constructed in the area surrounding the present park. (Miller, 1978)

1854 The Crimean War cut off Russian timber supplies to Britain. British North American timber producers had anticipated the war, glutted the market with too much timber, and thus reduced the price below the cost to take the pine to Quebec. This resulted in a depression, a common occurrence in the British North American timber trade. (Lower, 1973)

Reciprocity Treaty (a free trade agreement) with the United States. This treaty secured free exchange of natural products, including lumber until 1866. The demand for wood in the American west and along the eastern seaboard promoted a rapid growth of the sawmill industry around Ottawa and led to the eventual dominance of the sawlog industry over the square timber industry. (Lower, 1938)

Pointer boat developed by J. Cockburn of Pembroke. This boat type was very useful on the log drives. (Kennedy, 1970)

1855 Opeongo Colonization Road reached Bark Lake on the Madawaska River (just outside the present park boundary). It never reached Lake Opeongo. (Miller, 1978)

Basin Depot marked on a map of the McLachlin Bros. Co. limits. That company did not own that limit at the time. (Saunders, 1946)

1856 Large fire burned the country from Bissett's Creek to Lake Traverse. (Wyatt, 1971)

1857 Death of John Egan, one of the great timbermakers. (Kennedy, 1970)

Walter Shanley conducted a survey through the park area to determine "the difficulties existing for the construction of an arterial line of railway through the heart of the Valley; as well as for the purpose of obtaining a general knowledge of the characteristics as regards soil, timber, etc., of the almost untrodden forest . . . " (Shanley, 1857)

1860 Last preferential tariff removed from square timber. British North American producers of square timber could still compete with Baltic producers because of the high cost

"The office," Basin Depot (Ministry of Natural Resources)

of production in the Baltic area as compared with the wages paid to get the timbers to port in North America. The difference in production costs offset the difference in distance the timber had to be transported to Britain. (Lower, 1973)

1861 Canada Census recorded six Depot Farms on the Petawawa River, ranging in size from six acres to one hundred acres. Also reported was a one hundred and fifty acre farm operated by the Trustees of John Egan on the Bonnechere River. (MacKay, R., 1978)

Waney timber first appeared on the timber market. The logs were cut octagonally, due to a growing scarcity of trees large enough to square. (Lambert and Pross, 1967)

1864 Peak of the square timber trade. (Lower, 1973)

1867 Canadian Confederation, which involved the union of the provinces of Canada (both Upper and Lower, now Ontario and Quebec), New Brunswick and Nova Scotia. The unified country, previously known as British North America, now became the Dominion of Canada. (Morton, 1963)

J.R. Booth purchased the Egan Estate, a timber limit which took in much of the south-central portion of the present park area. Booth became one of the wealthiest men in Canada by 1900, and played an important part in many decisions which later affected Algonquin Park. (Kennedy, 1970)

1869 Thomas Nightingale, a trapper on the Madawaska River, reported seeing "the indians at Lake of Two Rivers" and also went to a farm on that lake (at the site of the modern Lake of Two Rivers West Picnic Grounds). He also reported staying at the Perley and Pattee Depot farm at Long (Galeairy) Lake. (Nightingale, 1967)

1870 Dominion Parliament passed an act compelling lumbermen to mark their timber and logs, to be floated down river, with a distinctive mark, and provided for registry of such marks. Many logs in the rivers of Algonquin Park still bear these timber marks. (Defebaugh, 1906)

A clearing was reported at the narrows in Lake Opeongo on a plan of timber limits surveyed in 1870 and 1871 by William Bell. Noted in the clearing was a "squatter's shanty" and an adjacent "portage road." (Bell, 1871) This may have been the farm of Capt. John Dennison, who built a farm at this location during this period of time. (Saunders, 1946)

1873 A law was passed prohibiting the throwing of sawdust, slabs, edgings, bark or refuse into any part of a navigable stream. (Defebaugh, 1906)

Mr. S. Hazlewood was commissioned by the federal government to "examine the country between the mouth of the French River and Pembroke, also along the Bonnechere to Renfrew," and to determine its suitability for railway construction as an extension of the Canada Central Railway to join with the proposed Canadian Pacific Railway. He reported excellent conditions for railway construction. (Renfrew Mercury, 1874)

1875 Wilkes and Biggar townships (then unsurveyed), in the north-west of modern day Algonquin Park, were designated as part of a planned terminus town which was to be built at the eastern end of the Canadian Pacific Railway. (Renfrew Mercury, 1876)

1875 - 1880 Farms were cleared on the Bonnechere River. These were occupied by various families including the Garveys, Foys, McIntyres and McGueys. (Saunders, 1946)

1876 The surveys on the Canada Central Railway extension were abandoned. This line was intended to link the proposed terminus with Georgian Bay on the west and C.C.R. on the east. Due to steep topography to the west of the modern hydro line through the park, no suitable route could be located. The route finally decided upon went up the Ottawa River from Pembroke, thus bypassing the park area (to be) and making the proposed eastern terminus in Wilkes and Biggar townships unnecessary. (Renfrew Mercury, 1876)

Extensive fire in the vicinity of Lake Opeongo. (Wyatt, 1971)

1878 A. Kirkwood and J. J. Murphy published a report for settlers on the undeveloped land of northern and western Ontario. This report suggested that the area had about five million acres of good arable land and stated further that "based on the existing ratio of population to the settled portion of Ontario, this area would represent a population of at least half a million of souls, or one hundred thousand families of five members each." (Kirkwood and Murphy, 1878)

1878 - 1896 Township surveys, preliminary to settlement, were carried out in all but two of the townships included in Algonquin Park. (Saunders, 1946) The surveyors reported that much of the area had been burned over, in many instances several times. (Wyatt, 1971)

1881 Capt. John Dennison, age 82, was killed by a bear which he had trapped near the North Arm of Lake Opeongo. (Saunders, 1946)

1882 James Dickson, while conducting the survey of the township of Canisbay, noted a farm clearance on the north shore of Lake of Two Rivers which had been abandoned "some years before." He also observed the remains of a shanty on the west branch of the Madawaska River near where it ran into Lake of Two Rivers. He stated that this was the most westerly point to which the Ottawa Lumbermen had penetrated to that date. (Dickson, 1882)

At about this time the Dennisons, on Lake Opeongo, decided to move. The clearing was taken over by the Fraser Lumber Company. (Saunders, 1946)

J. R. Booth organized the Canada Atlantic Railway, as the major stockholder, linking Ottawa with Burlington, Vermont. (MacKay, 1981)

1885 A system of fire-ranging on the timber limits was inaugurated by the Ontario Government. (Schull, 1878)

Alexander Kirkwood submitted a letter on the subject of a Provincial Park to the Honourable Thomas B. Pardee, Commissioner of Crown Lands. (Lambert and Pross, 1967)

Last spike driven in the Canadian Pacific Railway, linking British Columbia with Ontario and the Maritimes. (Morton, 1963)

1886 Alexander Kirkwood suggested the name Algonquin Park. (Saunders, 1946)

James Dickson undertook a survey of some of the area suggested as the possible site for the Provincial Park. (Saunders, 1946)

1887 James Dickson completed the survey of townships in the area of the proposed park. (Saunders, 1946)

Surveyor in the township of Edgar reported that Captain Young's Depot was in operation at that time. The Depot was halfway between the north and south branches of the Petawawa River. (Saunders, 1946)

1888 Charter for the Ottawa, Arnprior, and Parry Sound Railway was obtained by J. R. Booth of Ottawa. He intended to link his Canada Atlantic Railway with Georgian Bay, where he planned to build grain elevators. (MacKay, 1981)

1889 Steam warping tug or "Alligator" was designed and developed by West and Peachey, of Simcoe, Ontario, for use in hauling log booms across moderately large bodies of water. It was also able to travel across land through the use of its winch and log skids. (Lee-Whiting, 1968)

1892 A Royal Commission was set up to investigate a Forest Reservation and National Park. (Lambert and Pross, 1967)

Timber sale in Toronto in which limits containing pine, in the south-west section of the proposed park, were sold. This area included the limits around Canoe Lake. The limits were sold to the Gilmour Company of Trenton, Ontario. (Addison, 1974)

First meeting of the Royal Commission to choose the site for the park. (Lambert and Pross, 1967)

Black diphtheria epidemic on Bonnechere limits of the McLachlin Bros. Co. (Hyland, 1976)

1893 Report of the Royal Commission was submitted and adopted, with the result that the Algonquin National Park Act was passed, setting aside eighteen townships in the Ottawa

Ottawa, Arnprior and Parry Sound Railway construction, 1894 (J.W. Ross)

Huron Tract as a game preserve. Lumbermen could stay until all pine was removed from the park. The aims of the park act were:

1) The preservation of the streams, lakes and watercourses of the headwaters of those rivers which have their source in the park.
2) The maintenance of the Park in a state of nature as far as possible, having regard to existing interests; and the preservation of the native forests therein and of their indigenous woods as nearly as practicable.
3) To protect the fish, insectivorous and other birds, game and furbearing animals therein, and to encourage their growth and increase.
4) To provide a field for experiments in and practice of systematic forestry upon a limited scale.
5) To serve as a sanitarium or place of health resort.
6) To secure the benefits which the retention of a large block of forest would confer upon the climate and water-courses of the surrounding portions of the province.

The commissioners suggested that the name of the reservation be "The Algonquin Park, in this way perpetuating the memory of one of the greatest Indian Nations that has inhabited the North American Continent." (Lambert and Pross, 1967)

Peter Thomson, the first Superintendent of the new park, arrived at the village of Mowat (constructed that year by the Gilmour Company) at Canoe Lake and set up a Park Headquarters. (Lambert and Pross, 1967)

1894 First year of the two year long drive of logs from the Gilmour limits on Canoe Lake. The logs were taken down the Oxtongue River to Lake of Bays, over the height of land by use of a continuous chain operated by steam and a series of slides, into the headwaters of the Trent River, and down to the Company mill at Trenton. (Saunders, 1946)

Construction was begun on the Ottawa, Arnprior, and Parry Sound Railway. (Kennedy, 1970)

Parts of Ballantyne, Paxton, Butt, McCraney, Finlayson and Boyd townships added to Algonquin Park. (Lambert and Pross, 1967)

1895 John Simpson became the second Superintendent of the park. (Saunders, 1946)

The St. Anthony Lumber Company began operations at Whitney. (Saunders, 1946)

Construction of the O.A. & P.S. Railway continued, and entered Algonquin Park. (MacKay, 1981)

1896 O.A. & P.S. Railway was completed. While the last section was being completed, the Parry Sound line acquired and amalgamated with the Parry Sound Colonization Railway, enabling it to reach Georgian Bay at Depot Harbour, 396.6 miles (634.6 km) from the junction with the Central Vermont Railway. (Kennedy, 1970)

The Gilmour Company built a mill at Canoe Lake. Boilers which had been used to operate the continuous chain at Lake of Bays were hauled overland on a tote road, for use in the new mill. (Addison, 1974)

1897 Park Headquarters was moved to Cache Lake. (Saunders, 1946)

Ottawa, Arnprior, and Parry Sound Railway was officially opened. (MacKay, 1981)

1898 George W. Bartlett became the third Superintendent of Algonquin Park. The ranger staff (originally appointed in 1893) was increased from four to nine. (Lambert and Pross, 1967)

1899 Canada Atlantic Railway (owned by J. R. Booth and associates) took over the operation of the Ottawa, Arnprior, and Parry Sound Railway (owned by J. R. Booth). Booth set up the Canada Atlantic Transit Company, using freighter steamships to deliver grain to his elevators at Depot Harbour. This route shortened the distance grain had to travel to get to Montreal by 800 miles (1280 km). (MacKay, 1981)

Elk were introduced into the park. They did not survive for long. They may have fallen prey to the small parasite which was fatal to them but harmless to the White-tailed Deer (which was also a host to the parasite). Deer numbers were very high at this time due to the abundance of young forest growing in the wake of logging and the extensive forest fires of the previous four decades. (Wyatt, 1971)

Ring-necked Pheasant, Capercaillie (a large European grouse) and Black Grouse were introduced into the park. The introduction did not succeed. (Wyatt, 1971)

Smallmouth Bass were introduced into lakes along the railway. The introduction was a success. (Wyatt, 1971)

At approximately this time J. R. Booth was operating the depot farm near Farm Lake on the Opeongo River. The McLachlin Company was operating a depot farm on Trout Lake and cutting logs in that area and north of Brûlé Lake. A spur line of the O.A. & P.S. Railway ran up to the limits of J. R. Booth on the Opeongo River. (Addison, 1974)

1900 The Gilmour mill at Canoe Lake was closed. (Wyatt, 1971)

An amendment was made to the Parks Act, allowing loggers to cut not only pine, but also spruce, black and yellow birch, cedar, black ash and tamarack, until 1930. (Wyatt, 1971)

Visit of botanist John Macoun to Algonquin Park, to make an examination of the flora and fauna of the park. (Macoun, 1979)

1902 The Toronto Art Students League first started taking sketching holidays in the park. This was the first of many trips made by artists during the next few years. (Lambert and Pross, 1967)

The St. Anthony Lumber Company built the Whitney and Opeongo Railway from Sproule Bay to their mill at Whitney. It's purpose was to provide a method of transporting logs in a manner that could not be accomplished by driving them down the river. Much of the modern Lake Opeongo road and part of Highway 60 near the Logging Exhibit runs over the old railway bed. (Rutter, 1967)

George Bartlett made an inspection tour of the north part of Algonquin Park. (Saunders, 1946)

1904 Western halves of Fitzgerald, White, Niven, and Clancy townships added to Algonquin Park. (Lambert and Pross, 1967)

1905 The Grand Trunk Railway took over operation of the Canada Atlantic Railway. (MacKay, 1981)

Dr. A. J. Pirie, purchased two houses owned by the Gilmour Company. These houses, on one of the islands in Canoe Lake, were used as summer cottages. The government began leasing land for summer residences. (Saunders, 1946)

1907 Mark Robinson joined the park staff, as a ranger. (Addison, 1974)

1908 Hotel Algonquin was built at Joe Lake by Mr. Tom Merrill. (Saunders, 1946)

Highland Inn was built at Cache Lake by the Grand Trunk Railway, and was opened under the management of Mr. and Mrs. Edwin Colson. (Addison, 1974)

Northway Lodge (camp) was started on Cache Lake by Miss Fanny Case. (Saunders, 1946)

Archie Belaney, later known as Grey Owl, attempted to cross the park illegally and undetected, on a dare, but was apprehended by the rangers. (Saunders, 1946)

1909 Last crib of square timber, owned by J. R. Booth, passed the Chaudiere Falls on its way to Quebec. (Whitton, 1943)

Fur Auction conducted for the first time in Toronto, at which furs trapped by the rangers in the park, as part of their duties, were sold. (Saunders, 1946)

Timber dues in Ontario were paid after this time not on acreage but on the volume of timber cut. This volume was determined by government agents. (Shull, 1978)

1910 By this date, 100 to 120 car loads of grain were being shipped daily on the railway, from the western terminus of the Grand Trunk at Depot Harbour, by Booth's Canada Atlantic Transit Company. The grain elevators could store two million bushels of grain. (MacKay, 1981)

1911 First park telephone lines strung on railway telegraph poles to link nearby shelter huts to Park Headquarters. (Rutter, 1967)

Start of Camp Ahmeek on Lady Joe Lake. (Addison, 1974)

Start of Camp Minnewawa at Lake of Two Rivers. (Saunders, 1946)

Parts of Lawrence, Nightingale and Airy townships added to Algonquin Park. (Lambert and Pross, 1967)

1912 Superintendent's report makes reference to Long Trail Camp for boys on Joe Lake. (Bartlett, 1912)

Canadian Northern Railway construction was begun through the northeastern part of the park. (Lambert and Pross, 1967)

Colonial Lumber Company cut the last square timber on the Petawawa River. The timber was taken out north of Brûlé Lake and transported on the Grand Trunk Railway. (Turner, 1976)

Superintendent Bartlett recommended that no leases be issued in the north end of the park, so as to preserve the area from further development. (Wyatt, 1971.)

Tom Thomson's first visit to Algonquin Park. (Addison, 1974)

Mr. G.W. Collier of Bordentown N.J. won grand prize in a contest organized by Field and Stream for a Lake Trout 30½ inches (77.5 cm) in length, caught in Lake of Two Rivers. (Bartlett, 1912)

1913 Mowat Lodge was opened as a summer hotel by Mr. and Mrs. Shannon Fraser. (Addison, 1974)

Camp Minnesing was built on Burnt Island Lake, as a resort affiliated with Highland Inn. (Addison, 1974)

Camp Nominigan was built on Smoke Lake, as a resort affiliated with Highland Inn. (Addison, 1974)

Political pressure applied by J. R. Booth resulted in the "Act to Confirm Certain Agreements Respecting the Limits of J. R. Booth in Algonquin National Park." This act, which had to apply to all companies cutting in the park, allowed lumber companies to negotiate for species to cut. In Booth's case the species was balsam, which was not to be cut under the 1900 Act. As a result the potential existed for all species of trees to be cut in the park. (Wyatt, 1971)

Nominigan Lodge, Smoke Lake (M. Northway)

Name changed to "Algonquin Provincial Park," from the original "Algonquin National Park." (Addison, 1974)

1914 World War I began. (Morton, 1963)

Grand Trunk Railway carried troop trains from west to east. Guards were posted on bridges and trestles to prevent sabotage, sometimes without success. (Wilkinson, 1976)

Camp Pathfinder was opened on Source Lake. (Saunders, 1946)

Remainder of Fitzgerald, White, Niven and Clancy townships, plus the townships of Edgar, Barron, Guthrie, Bronson, Stratton and Master, added to Algonquin Park.
(Lambert and Pross, 1967)

Extension of eastern boundary of Algonquin Park displaced four families of squatters, who had no legal claim to the land on which they were living. These included the McGuey, Garvey and McDonald families. (Bartlett, 1915)

Tom Thomson painted "Northern River" during this autumn or the next spring. (Murray, 1971)

The phrase "The Canadian Algonquin School of Art" came into being. (Addison, 1974)

Superintendent reports that "Nearly all the prizes offered by sporting journals won this year were taken by fish from Algonquin Park." (Bartlett, 1914)

Government gets authority to control lumber company dams, so as to prevent flooding of land adjacent to lakes.
(Lambert and Pross, 1967)

1915 Canadian Northern Railway was completed through the northeast part of the park. (Lambert and Pross, 1967)

1916 The Dufond family which had settled on Manitou Lake in 1888 in the north end of the park, sold their land to the government. (Saunders, 1946) (The Dufond family was registered in the District of Nipissing in the 1881 census, but the location is not stated.)

Superintendent Bartlett proposed the building of a road through the park, but nothing immediate came of the proposal. (Wyatt, 1971)

Tom Thomson fire-ranged at Achray, on Grand Lake, and painted "Jack Pine" and "The Drive" at that location. During this year he also painted "West Wind."
(Addison and Harwood, 1969)

Jack Whitton, a butcher in Whitney, was licenced to net Whitefish and Lake Trout in Lake Opeongo. This continued until 1918. (Addison, 1974)

1917 Tom Thomson died at Canoe Lake. The body was buried in the Canoe Lake cemetery, then reportedly exhumed and moved to a cemetery near Owen Sound, at the request of the Thomson family. The coroner from North Bay determined that death was due to accidental drowning, without seeing the body, but having a medical report from a doctor present when the body was found, eight days after Thomson had been reported missing. (Davies, 1967)

Ontario government arranged for the hunting and shipment of deer from Algonquin Park to supplement the Canadian meat supply. (Rice, 1980)

1918 Canadian National Railway purchased the Canadian Northern Railway, part of which was the northern line through the park. (Addison, 1974)

Guards on bridges were dismissed at the end of World War I. (Wilkinson, 1976)

Contracts for cutting thirty-five thousand cords of wood were made to supply fuel for certain Southern Ontario municipalities. (Addison, 1974)

1920 First Mowat Lodge burned down accidentally and was rebuilt on a new site farther up Canoe Lake. (Addison, 1974)

Trapping by the rangers for the Government Fur Auction was discontinued due to adverse public reaction. (Saunders, 1946)

Camp Tuxis was held during the summer by Taylor Statten at the future site of Camp Ahmek on Canoe Lake. It operated again during the following summer, then closed. The camp was associated with the Y.M.C.A. (Edwards, 1960)

1921 Camp Ahmek was begun at Canoe Lake by Taylor Statten. (Edwards, 1960)

Last fuel-wood cutting camp was closed. (Addison, 1974)

1922 Retirement of George Bartlett as Superintendent of the park; replaced by J.W. Millar as Acting Superintendent. (Rice, 1980)

Maple syrup production was begun by the Park Rangers for the Ontario government. The site was on the Minnesing Road near Canisbay Lake. (Addison, 1974)

Steel fire towers were erected at Trout Lake, Cache Lake and the Booth farm near Farm Lake. (Addison, 1974) Other towers, of wooden construction, were located at or near Smoke Lake (2), Rock Lake, Nipissing River (2), Little Cauchon Lake, Radiant Lake, Burnt Island Lake, Lake Traverse, Lake Lavielle, Grand Lake, Basin Lake, Stratton Lake, Manitou Lake and Tim Lake. Gradually many of the wooden towers were replaced with ones of steel.

The Ontario government stationed an HS2L aircraft for fire patrol at Whitney. (Addison, 1974)

Camp Ahmeek on Lady Joe Lake closed. (Addison, 1974)

Mark Robinson was appointed Acting Superintendent, then Superintendent of Algonquin Park. (Addison, 1974)

1923 Dr. Henry Sherman bought Minnesing Camp for the purpose of holding religious seminars. (Addison, 1974)

Bartlett Lodge was opened by Mr. and Mrs. Alfred Bartlett at Cache Lake. (Addison, 1974)

Canadian National Railway took over the Grand Trunk Railway. (MacKay, 1981)

1924 John W. Millar was appointed as Superintendent of Algonquin Park. (Saunders, 1946)

Camp Wapomeo was begun at Canoe Lake by Mrs. Taylor Statten. (Edwards, 1960)

An airplane was stationed at the Algonquin Park airbase at Cache Lake. (Rutter, 1967)

1925 Camp Tanamakoon was begun at White (Tanamakoon) Lake by Miss Mary G. Hamilton. (Hamilton, 1950)

Death of J. R. Booth, of Ottawa, in his 99th year. (Coons, 1978)

1926 St. Anthony Lumber Company abandoned their rail line to Sproule Bay and their facilities there. (Hueston, 1967)

Sandy Haggart opened Opeongo Lodge in the old St. Anthony Lumber Company buildings at Sproule Bay. (Hueston, 1967)

Guest cabins at Nominigan burned down accidentally. (Addison, 1974)

1927 Park Act extends cutting of pine until 1960 and other woods until 1945. (Wyatt, 1971)

Park Act gives Minister the right to withdraw timber from cutting, for the purpose of watershed protection, beautification of the park, fire protection, game preserves and shelters, or for any other purpose. (Lambert and Pross, 1967)

1928 Kish-kadush Lodge was opened by Mr. E. Thomas at Cedar Lake. (Addison, 1974)

1929 Onset of the Great Depression led to an increase in poaching of furs during the next ten years. (Rutter, 1967)

Forest Travel Permits were first issued to park users. (Addison, 1974)

"Automobile road" to Sproule Bay, Lake Opeongo, operating on abandoned railbed of St. Anthony Lumber Company. (Strickland, 1982)

1930 J.H. MacDonald was appointed as Superintendent of Algonquin Park. (Saunders, 1946)

Sawlog limits in Canisbay township were sold to McRae Lumber Company. (Wyatt, 1971)

Camp Minnewawa, on Lake of Two Rivers, was closed. (Saunders, 1946)

Public opposition to the proposal to put a highway through the park. (Wyatt, 1971)

Fire patrol and game patrol responsibilities were unified in one force. (Addison, 1974)

Second Mowat Lodge accidentally burned down. (Addison, 1974)

1931 Nominigan Lodge sold to Garfield Northway of Toronto for use as a summer home. (Addison, 1974)

Frank A. MacDougall was appointed as Superintendent of Algonquin Park. (Lambert and Pross, 1967)

A 100 foot no-cut reservation was established around Cache Lake. (Wyatt, 1971)

MacDougall used aircraft in Algonquin Park for fire detection. (Wyatt, 1971)

Camp of the Red Gods on Buck (Tepee) Lake was built by Ellsworth Jaeger and Ernest Thompson Seton. (Addison, 1974)

J. McRae built a sawmill at the west end of Lake of Two Rivers, transporting the sawn lumber on the railway line. (Saunders, 1946)

1933 Construction of a highway through the park was begun, partly as a "make work" project during the depression. (Lambert and Pross, 1967)

Canadian National Railway discontinued the use of the section of track between Lake of Two Rivers and Cache Lake. (MacKay, 1981)

1935 First automobiles on Highway 60 reached Cache Lake. (Rutter, 1967)

Arowhon Camp (formerly Camp of the Red Gods) was begun by Mrs. M. Kates. (Saunders, 1946)

Emergency Landing Strip was cleared at Lake of Two Rivers. (Rutter, 1967)

Killarney Lodge on Lake of Two Rivers was opened by Mr. B.W. Moore. (Addison, 1974)

Field Laboratory to study the effects of increased visitor use of the park on the fish populations of Algonquin lakes was set up by Dr. Harkness at Cache Lake. (Rutter, 1967)

Campsites were built along Highway 60 at Lake of Two Rivers, Tea Lake and Tea Lake Dam. (Rutter, 1967)

1936 Fisheries Research Laboratory at Lake Opeongo was set up by Dr. Harkness. (Rutter, 1967)

The new highway was used by 3,809 cars. (Rutter, 1967)

Main group of Haliburton-based poachers were captured by the park staff. (Wyatt, 1971)

Mark Robinson retired as Chief Ranger. (Addison, 1974)

By this date there were 115 ranger cabins spread throughout the park. (Gage, 1985)

Ten elk were introduced at Cache Lake. They apparently survived for only a few years. (Strickland, 1975)

1937 Camp Tamakwa on Tea Lake was opened by Mr. Lou Handler. (Saunders, 1946)

1938 Policy of alternate lake closure to fishing

in certain lakes was established. (Rutter, 1967)

1939 World War II began. (Morton, 1963)

Whitefish Lodge on Whitefish Lake was built. (Hueston, 1967)

Aeroplane hangar was built at Smoke Lake. The plane had been stored in a hangar near Headquarters at Cache Lake prior to this. (Addison, 1974)

Standard system of shoreline timber reserves was established for the whole park. (Wyatt, 1971)

1940 Trucks first used for hauling logs. (Wyatt, 1971)

McRae Lumber Company was cutting birch logs for construction of Mosquito bombers for the war effort in Europe. (Wyatt, 1971)

Highway 60 was open all winter for the first time. (Addison, 1974)

1941 Superintendent Frank MacDougall became Deputy Minister of the Department of Lands and Forests. (Lambert and Pross, 1967)

James Taylor was appointed as Acting Superintendent. (Rutter, 1967)

1942 Maple Syrup program was abandoned. (Lambert and Pross, 1967)

Arowhon Pines Lodge opened on Baby Joe Lake by Mrs. M. Kates. (Saunders, 1946)

J.R. Dymond started Smoke Lake nature walks. (Saunders, 1946)

Older campers from the youth camps helped as rangers, protecting against fire and maintaining trails, due to staff shortage caused by the war. (Hamilton, 1958)

1944 Audrey Saunders researched "Algonquin Story" and conducted interviews with "Old Timers." (Miller, 1976)

Experimental spraying with D.D.T. was carried out in the park. (Saunders, 1946)

Mr. G.H.R. Phillips was appointed as Superintendent of Algonquin Park. (Rutter, 1967)

Wildlife Research Area (31 square miles) was set aside. (Lambert and Pross, 1967)

1945 World War II ends. (Morton, 1963)

1946 "Algonquin Story" was published by the Department of Lands and Forests. Notable are the facts that this was the first attempt to write

Last train, Cache Lake, 1959 (Ministry of Natural Resources)

down reminiscences of some of the early park residents, and that changes were made to the author's final manuscript, resulting in the loss of the footnotes and references. (Miller, 1976)

Canadian National Railway closed track between Whitney and Lake of Two Rivers. (MacKay, 1981)

J. McKechnie opened Forest Bay Boys Camp on Long (Galeairy) Lake. (Algonquin Park Lands files)

1947 Ontario Hydro began construction of the Des Joachims dam on the Ottawa River and started cutting a right-of-way for a transmission line through the park, connecting the dam with Burlington, Ont. (Rutter, 1967)

1950 The Hydro transmission line was completed. (Rutter, 1967)

Swan Lake Forest Research Station was established. (Lambert and Pross, 1967)

1951 Petawawa Forest Management Unit was established. (Lambert and Pross, 1967)

Remainder of Lawrence and Nightingale townships added to Algonquin Park. (Lambert and Pross, 1967)

1952 Hydro power came to Whitney and through the park. (Smith, 1956)

Railway tracks from Whitney to Lake of Two Rivers were taken up. (Kennedy, 1970)

1953 West Gate complex was opened. (Lambert and Pross, 1967)

Park Museum was opened. (Lambert and Pross, 1967)

Bell telephone line put through the park, along the highway. (Smith, 1956)

1954 A new policy for Algonquin Park, designed to bring the park back closer to its original condition, was announced. This included the plan to phase out leases by 1996, or as the leases expired. (Lambert and Pross, 1967)

Ice-fishing discontinued. (Addison, 1974)

1956 As part of the new policy on leases, the Ontario government purchased Highland Inn, Hotel Algonquin, and the Barclay Estate (on Rock Lake). (Hueston, 1967)

A body was found in the location of what was thought to be Tom Thomson's original grave at Canoe Lake. Although some clues suggested it could have been Thomson's body, forensic evidence indicated it was not. (Little, 1970)

Last replacement of a wooden fire tower with a steel tower. (Rutter, 1967)

1957 Hotel Algonquin, Highland Inn and the Barclay Estate were dismantled and burned. (Hueston, 1967)

Wolf Research Program began in Algonquin Park. (Pimlott et al, 1969)

1958 Licenced traplines were set out around and inside the eastern section of the park. (Wyatt, 1971)

1959 Trapping and snaring of wolves by Park Rangers was stopped. (Pimlott et al, 1969)

Headquarters was moved from Cache Lake to a new East Gate complex. Many staff residences were moved on trailers to Clarke Lake. (Rutter, 1967)

R.C. Passmore was appointed as Park Superintendent. (Rutter, 1967)

Last train from the west came to Cache Lake. The tracks were taken up in the autumn of the same year. (Kennedy, 1970)

Area of 5,940 acres (2,406 hectares) was set aside for the National Research Council for construction of a Radio Observatory near Lake Traverse. (Rutter, 1967)

Pioneer Logging Exhibit opened at the East Gate. (Rutter, 1967)

Last log drive on the Petawawa River. (A. Gordon, pers. comm.)

1961 Clyde and Bruton townships were added to the park. (Rutter, 1967)

1962 U.W. Fiskar was appointed as Park Superintendent. (Rutter, 1967)

The Highland Hiking Trail was opened. (Addison, 1974)

1963 First Public Wolf Howl by the Interpretive Program. (Rutter, 1963)

Area for Radio Telescope reduced to 96 acres (39 hectares). (Hueston, 1967)

A new overflow dam was constructed across

the outlet of Cedar Lake, replacing a wooden dam. (Rutter, 1967)

1964 A new overflow dam was constructed at Big Trout Lake. (Rutter, 1967)

1965 Whitefish Lodge was purchased by the Ontario government. (Rutter, 1967)

End of the Wolf Research Program. The wolves continued to be protected. (Pimlott et al, 1969)

A new overflow dam was constructed across the outlet of Lake Lavieille and a new control dam was constructed at Lake of Two Rivers. (Rutter, 1967) The latter replaced a wooden dam built there in 1933.

1966 Area for the Radio Telescope was increased to 135 acres (55 hectares). (Hueston, 1967)

T.W. Hueston was appointed as Superintendent of Algonquin Park. (Hueston, 1967)

A new control dam was constructed across the outlet of Cache Lake. (Rutter, 1967)

1968 Provisional Master Plan for Algonquin Park was published by the Ontario government. Public hearings were held and a number of oral and written submissions were made. (O.M.N.R., 1974)

1969 Algonquin Park Advisory Committee was formed by the government to recommend policies for the park. (O.M.N.R., 1974)

1972 Department of Lands and Forests became the Ministry of Natural Resources.

J. Lever was appointed as Superintendent of Algonquin Park. (Bice, 1980)

Historical Photograph Collection was begun by Park Museum staff. (Rutter, 1972)

1973 Minister of Natural Resources issued a policy statement on the future management of Algonquin Park. (Strickland, 1973b)

Algonquin Park District established. (Strickland, 1973a)

1974 Algonquin Experience youth camp was opened by the government on the site of former Camp Douglas on Whitefish Lake. (Strickland, 1974b)

In October, the Algonquin Park Master Plan was published. The aims of the Master Plan were: 1) to maintain the economic base for local communities and to continue to provide Ontario residents with a diversity of recreational opportunities. 2) to provide continuing opportunities for a diversity of low intensity recreational experiences within the constraint of the contribution of the Park to the economic life of the region. The Park was zoned into Natural, Historic, Primitive, Recreation and Recreation/Utilization zones. (O.M.N.R., 1974)

The Algonquin Forestry Authority was established as a Crown Corporation to harvest the forests of Algonquin. It replaced 27 separate companies which had operated throughout the park. (Ontario Provincial Parks Council, 1979)

A ban on the use of live bait fish was instituted throughout Algonquin Park. (Strickland, 1974a)

1975 John Simpson was appointed Superintendent of Algonquin Park. (Bice, 1980)

Western Uplands Hiking Trail opened. (Kates, 1983)

Fire towers were last used for fire detection. (B. Norris, pers. comm.)

1976 Quota system for regulating the number of canoeists in the park interior was introduced. (Ontario Provincial Parks Council, 1979)

Highway 60 (within the park boundaries) was renamed the Frank MacDougall Parkway. (Ontario Provincial Parks Council, 1979)

1977 A program to attempt to re-establish Peregrine Falcons in Ontario was begun with the release of four young birds in the park. (Strickland, 1977)

The former Nominigan Lodge (a structure of historical architectural significance and recommended for historic zone designation) was dismantled and removed from the park, for the purpose of private off-site reconstruction. (Ontario Provincial Parks Council, 1979)

1978 Announcement of a modified plan to phase out leases, allowing present leaseholders to remain in the park until 1996, as long as the leaseholder or spouse survive. (Ontario Provincial Parks Council, 1979)

Can and Bottle Ban, and Outboard Motor

Restrictions were implemented. (Ontario Provincial Parks Council, 1979)

Fifteen square miles were added to Algonquin Park. (Strickland, 1978a)

Turtle Club at Lake Traverse was sold and dismantled, with the intent of private off-site reconstruction. It had been a designated Historic Zone in the Master Plan, having been a log structure built in 1933 by the Booth family in the shape of J. R. Booth's bark mark, a turtle. It had been sold to the government in 1973. (Ontario Provincial Parks Council, 1979)

Three boys were attacked and killed by a male black bear in May. (Kates, 1983)

Concern first expressed about the effects of acid rain on Algonquin Park lakes, and the apparent link with mercury contamination of fish. (Strickland, 1978b)

1979 Public meetings were held as part of a Master Plan Review, which was published later that year. (Ontario Provincial Parks Council, 1979)

Existing commercial leaseholders were offered new leases that would run to 1996 with a further right of renewal for a period of time to be determined. (Ontario Provincial Parks Council, 1979)

1980 Tim Millard became Superintendent of the park. (Strickland, 1980)

1982 The Algonquin Forestry Authority assumed responsibility for managing the Park forests, with the Ministry of Natural Resources monitoring their work. (Strickland, 1987a)

Algonquin Experience youth camp closed.

1983 Formation of "The Friends of Algonquin," a co-operating association of citizens to support the interpretive and educational programs of the Park. (Strickland, 1983)

George Whitney became Superintendent of Algonquin Park.

1984 Public membership established in The Friends of Algonquin Park. (Strickland, 1984)

Work completed by the Algonquin Forestry Authority on restoration of the oldest building in the Park (and a root cellar) at Basin Depot. (Gage, 1985)

1985 A total of 29 moose transported from Algonquin Park to Michigan. (Strickland, 1985)

1986 New Plan for leases which gave option to extend leases until 2017. (Ontario Provincial Parks Council, 1986)

Proposed closure of Algonquin Park Radio Observatory announced. (Toronto Star, 1986)

1987 A total of 29 moose transported from Algonquin Park to Michigan. (Strickland, 1987a)

Chris Goddard was appointed Superintendent of Algonquin Park.

ADDENDA: (Events of personal interest or since publication)

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Additional Reading

For further reading about Algonquin Park history, we recommend the following books.

1. A Pictorial History of Algonquin Provincial Park by Ron Tozer and Dan Strickland, 1986, The Friends of Algonquin Park, Whitney, 48 pp.
2. Early Days in Algonquin Park by Ottelyn Addison, 1974, McGraw-Hill Ryerson Ltd., Toronto, 144 pp.
3. Algonquin Story by Audrey Saunders, 1963 (First Printed 1946), Ontario Department of Lands and Forests, Toronto, 196 pp.
4. Tom Thomson — The Algonquin Years by Ottelyn Addison, with Elizabeth Harwood, 1969, The Ryerson Press, Toronto, 98 pp.
5. Tom Thomson: The Silence and the Storm by Harold Town and David P. Silcox, 1977, McClelland and Stewart, Toronto, 240 pp.
6. Hurling Down the Pine by John W. Hughson and Courtney C.J. Bond, 1964, The Historical Society of the Gatineau, Old Chelsea, Quebec, 130 pp.
7. A Hundred Years A-Fellin' by Charlotte Whitton, 1974 (First Printed 1943), The Runge Press, Ltd., Ottawa, 172 pp.
8. Camping in the Muskoka Region — A Story about Algonquin Park by James Dickson, 1959 (First Printed 1886), Ontario Department of Lands and Forests, Toronto, 164 pp.
9. Early Days in Haliburton by H.R. Cummings, 1963 (First Printed 1962), Ontario Department of Lands and Forests, Toronto, 180 pp.
10. Along The Trail — with Ralph Bice in Algonquin Park by Ralph Bice, 1980, Consolidated Amethyst Communications Inc., Toronto, 152 pp.
11. A Few Rustic Huts by Sandy R. Gage, 1985, Mosaic Press, Oakville, Ontario, 93 pp.

Other Algonquin Park Publications

This technical bulletin is only one of many publications produced by The Friends of Algonquin Park. The Friends is an independent registered charitable organization with a volunteer board of directors and was established in 1983 to assist the Park with its educational and interpretive programs.

The following is a list of other Friends' publications available at our two bookstores (located at the Park Museum and the Pioneer Logging Exhibit) or by writing to the address below.

	(1989) Price
MAPS	
Canoe Routes of Algonquin Provincial Park	$2.50
Backpacking Trails of Algonquin Provincial Park	1.50
BOOKS	
Fishing in Algonquin Provincial Park	$1.50
Birds of Algonquin Provincial Park	1.50
Mammals of Algonquin Provincial Park	1.50
Reptiles and Amphibians of Algonquin	1.00
Pictorial History of Algonquin Provincial Park	1.50
Wildflowers of Algonquin Provincial Park	2.50
Mushrooms of Algonquin Provincial Park	2.50
Trees of Algonquin Provincial Park	2.95
TRAIL GUIDES	
Whiskey Rapids Trail	$0.35
Hardwood Lookout Trail	0.35
Mizzy Lake Trail	0.35
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